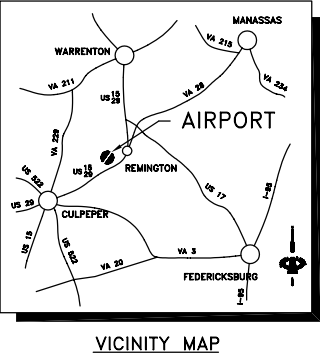
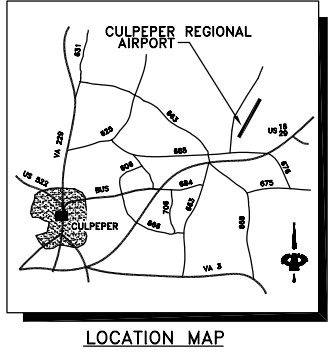
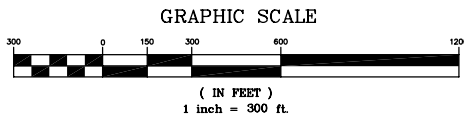


FAA'S APPROVAL OF THIS AIRPORT LAYOUT PLAN (ALP) REPRESENTS ACCEPTANCE OF THE GENERAL LOCATION OF FUTURE FACILITIES DEPICTED. DURING THE PRELIMINARY DESIGN PHASE, THE AIRPORT OWNER IS REQUIRED TO RESUBMIT FOR APPROVAL THE FINAL LOCATIONS, HEIGHTS AND EXTERIOR FINISHES OF STRUCTURES. FAA'S CONCERNS ARE OBSTRUCTIONS, IMPACT OF ELECTRONIC AIDS AND ADVERSE EFFECTS OF CONTROLLER VIEW OF AIRCRAFT APPROACHES AND GROUND MOVEMENTS WHICH WOULD ADVERSELY AFFECT THE SAFETY, EFFICIENCY OR UTILITY OF THE AIRPORT.



BASIC RUNWAY DATA			
	RUNWAY 4 - 22		
	EXISTING	ULTIMATE	
AIRPORT REFERENCE CODE	B-II	SAME	
LENGTH AND WIDTH	4002' x 75'	5000' x 100'	
EFFECTIVE GRADIENT/MAX	0.09% / 1.02%	0.05% / 1.01%	
PAVEMENT STRENGTH/TYPE	12,500 LB. (SINGLE)/BIT.	40,000 LB. (DUAL)/BIT.	
RUNWAY SAFETY AREA	150' x 4602'	150' x 5600'	
RUNWAY OBJECT FREE AREA	500' x 4602'	500' x 5600'	
PART 77 APPROACH SLOPE	4-20:1; 22-34:1	4-34:1; 22-34:1	
RUNWAY MARKINGS	4-VIS, 22-NONPREC	4 & 22 - NONPREC	
RUNWAY LIGHTING	M.I.R.L.	M.I.R.L., R.E.I.L.	
TAXIWAY LIGHTING	N/A	M.I.T.L.	
VISUAL NAVAIDS	BAR VASI	PAPI (4 & 22)	
ELECTRONIC NAVAIDS	NDB, GPS	NDB, GPS, LOC	
APPROACH VISIBILITY MINIMUMS	4-VIS, 22: ≥1 MILE	4: ≥1 MI., 22: ≥1 MI.	
CRITICAL AIRCRAFT	KING AIR 200	FALCON 50/900	
OFZ "NO OFZ PENETRATIONS"	400' x 4402'	400' x 5400'	
RUNWAY HIGH POINT	313.16' MSL	315.73' MSL	
RUNWAY LOW POINT	301.41' MSL	302.77' MSL	
ALL-WEATHER WIND (10.5k)	92.7%	SAME	
COVERAGE (13.0k)	95.7%	SAME	

AIRPORT DATA			
	RUNWAY 4-22		
	EXISTING	ULTIMATE	
AIRPORT ELEVATION	313.2' MSL	315.7' MSL	
AIRPORT REFERENCE POINT (ARP) (NAD-83)	LAT: 38°31'36.126" LONG: 77°51'31.824"	LAT: 38°31'31.711" LONG: 77°51'34.666"	
MEAN MAX TEMP HOTTEST MONTH	85.8°F	SAME	
NPIAS SERVICE LEVEL	GA	SAME	
DOAV SERVICE ROLE	GA REGIONAL	SAME	

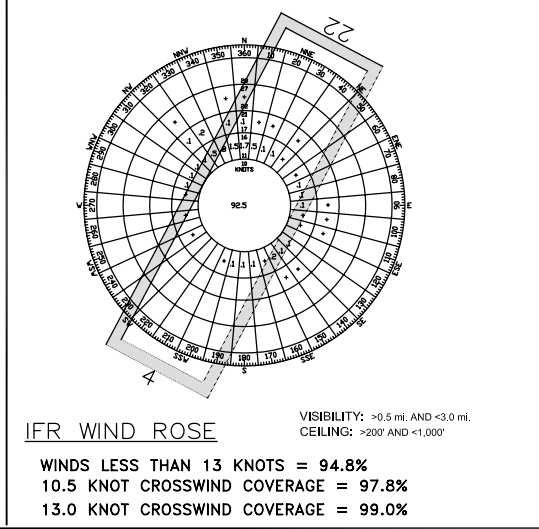
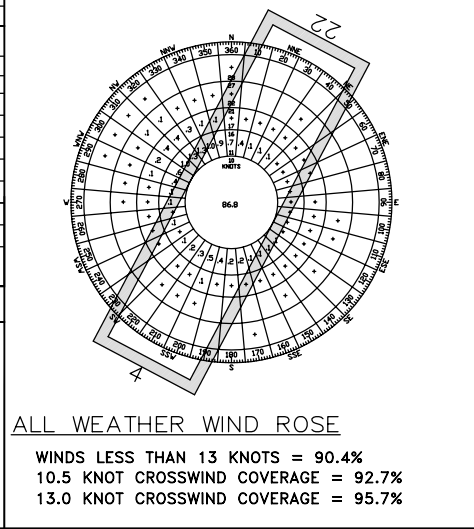
LEGEND			
DESCRIPTION	SYMBOL		
	EXISTING	ULTIMATE	
RUNWAY PROTECTION ZONE			
AIRPORT REFERENCE POINT			
AIRPORT PROPERTY LINE			
PERIMETER FENCE			
RUNWAY SAFETY AREA			
RUNWAY OBJECT FREE AREA			
TAXIWAY OBJECT FREE AREA			

DESCRIPTION	SYMBOL	PHASE	YEAR	SYMBOL
WATER		UNDER DEVELOPMENT	(2002)	
5' CONTOUR INTERVALS		I	0-5 YEARS	
VEGETATION/TREELINE		II	6-10 YEARS	
ARCHAEOLOGICAL SITE		III	11-20 YEARS	
FLOODPLAIN				

NOTE 1: CONFIRMATION THAT THE PAPI CLEARANCE PLANE IS FREE OF OBSTRUCTIONS MUST BE SUBMITTED TO THE FAA PRIOR TO THE ACTIVATION OF THESE SYSTEMS.

NOTE 2: BASE MAP COMPILED BY PHOTOGRAMMETRIC METHODS FROM AERIAL PHOTOGRAPHY DATED 10-8-01. COORDINATES REPRESENTED AS GEOGRAPHIC NAD 83. VERTICAL DATUM BASED ON NAVD-1988.

NOTE 3: ULTIMATE RUNWAY DATA DERIVED FROM 2002 RUNWAY EXTENSION/WIDENING DESIGN PROJECT (35% DOCUMENTS DATED FEB '02).



BUILDING TABLE	
①	EX. TERMINAL / FBO
②	EX. CORPORATE HANGAR
③	EX. CORPORATE HANGAR (Completed 2002)
④	CIVIL AIR PATROL
⑤	EX. FUEL FARM
⑥	EX. T-HANGARS
⑦	EX. T-HANGAR (Completed 2002)
⑧	FUT. T-HANGARS
⑨	FUT. TERMINAL
⑩	FUT. CORPORATE HANGARS
MODIFICATION OF STANDARDS	
THE 34:1 APPROACH SURFACE TO RW-22 DOES NOT PROVIDE ADEQUATE PART 77 CLEARANCE ABOVE BEVERLY'S FORD ROAD. THRESHOLD SITING REQUIREMENTS (AC150/5300-13 CH.6) AND OBSTRUCTION LIGHTING RESULTS IN A 0' DISPLACEMENT WITH 20:1 SLOPE FOR VISUAL AND INSTRUMENT MINS -1MI, DAY ONLY (FAA STUDY #9-AEA-0459-NRA). REFER TO FAA-WADO LETTER DATED 8/8/98.	
METEOROLOGICAL DATA SOURCE	
SOURCE ENVIRONMENTAL DATA AND INFORMATION SERVICE NATIONAL CLIMATIC DATA SERVICE (NOAA) ASHVILLE, NC	
STATION / PERIOD: MANASSAS VIRGINIA JAN. 1, 1996 - DEC 31, 2001	
WEATHER CONDITIONS: % VFR WEATHER = 90.7% % IFR WEATHER = 7.4% % BELOW IFR MINS = 1.9%	

FINAL
ACCEPTED BY FAA-WADO: 8/14/02
ACCEPTED BY DOAV: 8/16/02

CAMPBELL & PARIS ENGINEERS
Suite 2
4215 Lafayette Center Drive
Chantilly, Va. 20151 (703) 802-0093

DESIGNED BY: KSC
DRAWN BY: K.S.C.
CHECKED BY: G.T.P.
APPROVED BY: G.T.P.

DATE: DEC. 2002
SCALE: AS SHOWN
C&P JOB #: 0007-3
FILE NAME: ALPREV-V-1

CULPEPER REGIONAL AIRPORT
BRANDY STATION, VIRGINIA

AIRPORT LAYOUT REVISION

AIRPORT LAYOUT PLAN
(REVISED)

A.I.P. PROJECT NO.
3-51-0010-12

SHEET NO.
1
OF
02